

Torrance Herald

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THE HERALD'S PLATFORM FOR TORRANCE

- 1-Ornamental Lighting System. 2-Interchange of Freight Between P. E. and Santa Fe. 3-Western Avenue Bus Line. 4-Hollywood-Palos Verdes Parkway. 5-New School North of Carson St. 6-Aviation Field. 7-Co-operation of All Torrance People, Firms, Industries and Other Agencies, to Induce Torrance Workmen to Live in Torrance. 8-Adoption and carrying out of a well-conceived city plan to guide the growth and development of Torrance. 9-The conduct of All Local Affairs in a spirit of Neighborly Friendliness and Constructive Co-operation to the End That the Peace and Prosperity of All May Be Encouraged by an Alert Civic Consciousness and Patriotism.

THE P. E. AND CABRILLO AVENUE

We recently voiced our opinion of the Pacific Electric Railway Company's policy as regards Torrance and this district in general and the Cabrillo Avenue right of way problem in particular.

This week we received from D. W. Pontius, vice-president and general manager of the company a letter presenting the railway company's side of the matter. In fairness we are happy to publish his letter in full. It follows:

"Mr. W. Harold Kingsley, Editor, Torrance Herald, Torrance, California. "Dear Sir: "Our attention has recently been called to an editorial appearing in the Torrance Herald of September 15th, 1927 with the caption 'Cabrillo Avenue and the P. E.' "The trackage on the private right of way between the two roadways of Cabrillo Avenue is a part of the main line through Torrance between San Pedro via Hermosillo to Los Angeles and in my letter of September 1, 1927 to the Honorable John Dennis, Mayor of Torrance, it was pointed out that this right of way should be curbed off from the two opening roadways so as to protect the future requirements for rapid transit facilities. The Pacific Electric has spent approximately \$4,000,000 in the construction of the Subway Terminal and tunnel in Los Angeles for the express purpose of removing its trains from downtown streets. It would be poor business judgment as well as failure to profit by former experience to create in Torrance exactly the same conditions that in Los Angeles cost Pacific Electric this immense sum of money to remedy. "Some years ago several blocks of right of way on the Glendale Line in the heart of Glendale were paved in and since that time we have all been willing to admit that it was a serious mistake. Plans have been suggested from time to time in almost every locality on Pacific Electric system for the paving in of the tracks and right of way so as to form a continuous street from curb to curb and it has been the policy of Pacific Electric to cooperate so far as it can do so, but to insist that the private rights of way must be maintained for the protection of the traveling public, for greater safety in operation and to preserve for the future these private rights of way for rapid transit facilities. "The City of Long Beach has long been working on a plan to pave in the tracks on the private right of way in American Avenue and Pacific Electric has cheerfully pointed out to the city officials as well as to the people of Long Beach that the future best interests of the city require the preservation of such private rights of way. "A similar situation has been recently worked out at Huntington Park along Randolph Street, and the same plan is now under consideration in the City of Los Angeles along Glendale Boulevard north of the Los Angeles River and also in Hermosa Beach. At the present time Pacific Electric is planning partial relocation of the Watts-Hermosa Line between Hermosillo and El Nido for the express purpose of removing its tracks from public streets to private right of way. This will involve an expenditure of approximately \$300,000.00. "In regard to the matter of valuation of the parcels of right of way which are to be condemned outside of those portions required for the same operation. This of course would be fixed by the Courts in the suit for condemnation. Heretofore Courts have ruled that right of way lying outside of a line two feet beyond the outer rails should be awarded its full appraised value based on the same square foot value placed on adjacent property. The values shown in my letter of September 1st referred to were only 50c, not 100c, of the asking values of adjacent property, although in a condemnation action we would be justified to request 100% value. "The Pacific Electric is trying to be fair in these matters and

we believe that a careful consideration of the reasons for urging the preservation of private rights of way will convince that it is a far-sighted attempt to protect the future development and welfare of Torrance and other cities. In view of past development of traffic conditions in Southern California, it is our judgment that the transportation facilities afforded by Pacific Electric within the next ten years, will be far more vital to the proper handling of the traveling public and to the communities served than at the present time. We will probably have another million people in Los Angeles and vicinity within the next eight or ten years and rapid transit lines providing safety for those using streets and highways will then be a necessity and cannot be had with paved tracks. "I am not asking that you retract your editorial at this late date, but I believe you want to be fair, which cannot be done without first going carefully into both sides of this very important matter before condemning our policies. "Very truly yours, "D. W. PONTIUS."

Touring California

Travel Notes of Interest and Western Highway Information Furnished by the National Automobile Club

There are numerous week-end trips within a radius of from 100 to 200 miles of the San Francisco Bay District which afford as great a variety of scenery as is found anywhere in California. One of the most interesting of such trips is that to the Russian River district, according to L. L. Norris of the National Automobile Club. The vacation activities have ceased for the year in the Russian River country, but Indian Summer has brought to the river and its environs a charm that far exceeds that of the Summer months. The following route is suggested: Follow the Redwood Highway to Petaluma and Cotati, thence via the Gravenstein Highway to Sebastopol, Forestville and Guerneville. Five miles of new concrete highway was built through Pocket Canyon between Forestville and Guerneville during the past season, and it is one of the finest stretches of highway in the state, being wide, turns well banked, easy grades and a splendid surface, all of which combine to enable the motorist to thoroughly enjoy the scenic aspects of the country. The first part of the trip leads through Petaluma, noted for its chicken raising industry. The largest incubator factory in the world is located at Petaluma, and here also is another sight which probably cannot be duplicated anywhere in the world, a "Poultry Drug Store" looking like an ordinary pharmacy, but devoted exclusively to remedies for chickens, ducks and geese. Sebastopol is the home of the earliest apple, the earliest apple on any market, and the road passes for miles through well kept orchards. After leaving Forestville the road enters Pocket Canyon and follows its course until Guerneville is reached. From Guerneville continue along the Russian River to Monte Rio, a distance of 4.5 miles. This part of the road is only fair, being rough and cut up in places, and a few narrow stretches will be encountered. The route is lined on either side with summer resorts and summer homes, and to see the way in which many of these houses and cottages are perched on the mountain side, one would think they were inhabited by Cliff Dwellers. Monte Rio is just across the river from the main road. After visiting this point, where, in spite of the lateness of the season, there is still considerable activity, recross the river and continue on the north side of the river to Duncan Mills and Markham's Ferry. This is a good dirt and gravel road, which leads from the canyon of the river into small valleys, until the mouth of the Russian River is reached. Retrace the road for about 2 miles, then turn to the right for three-tenths of a mile over a narrow winding dirt road down to Markham's Ferry. The first 2 miles after crossing the river are over a narrow dirt road, but from this point on, an improved graded gravel road is encountered. This road follows one of the most scenic stretches of coast line in the state for ten miles. The route leaves the ocean at Bobba Bay and continues through Bobba Bay, Valley Ford and Tomales. A short distance beyond Tomales is Tomales Bay and the shoreline of this interesting stretch of water is followed to Pt. Reyes. Minor construction is still under way between Tomales and Marshall. From Marshall on there is an exceptionally good gravel road. Continue through Pt. Reyes to Olema and Tocaloma, Lagunitas and San Geronimo. This is the stretch of road which was closed to travel during the past season, but the results of the work more than repay for the inconvenience caused by the closing of the road, which was formerly a narrow, winding road and is now wide enough to practically all places for three cars to pass abreast. The road surface, while dusty in heavy traffic, is exceptionally smooth. There are numerous attractive picnicking and camping spots along Paper Mill Creek between Tocaloma and Lagunitas, and along San Geronimo Creek between Lagunitas and San Geronimo. There is an excellent gravel road over White's Hill, and pavement from the eastern base of the hill into Fairfax, San Anselmo and Sausalito. The trip covers about 200 miles and could be made in one day. One and one-half or two days, however, give sufficient time in which to make numerous side trips, and to thoroughly enjoy the many scenic attractions to be found in this section. One of the most interesting side-trips on the Old Spanish Trail route through Arizona is the one to Indian crosses, the last stand of the Papago Indians, located in Pima County, about 70 miles west of Tucson. The original home of these Indians was presumably in Sonora, Mexico, between the country occupied by the Yaqui Indians and the Gulf of Mexico. A peaceful, inland people, they raised corn and vegetables, hunted game, and lived contentedly until the warlike tribes of Yaquis forced them from the homes they had occupied for hundreds of years. Following the lines of least resistance, they moved to the section which is now known as "Indian Oasis." Here is located the Papago Buttes, being a low hog-backed mountain about one mile in length from east to west, having high buttes at each end and one in the center. At the time of their settling here, the district evidently abounded in all kinds of wild game. The Papagos set to work and built a series of terraces around the butte, which extended from about half the distance from the bottom upward. This, according to their view, was a necessity, providing a protection from the Yaquis of the south and the Apaches on the north. These terraces are built of large stones, loosely piled, to a height of from 6 to 12 feet and from 8 to 12 feet in width and were filled in only in part, the walls extending above the rock and earth rising to a distance of from 2 to 4 feet in height, forming an effective barricade. Practically all of the high rocky points were protected by tower houses, and with the usual parapet wall. An old trail is still visible extending from the East Butte down the west side of the butte, affording them a quick get-away in case of defeat of their fort. It must have taken many years of hard work to build these fortifications. According to a story current among the Papagos, many years ago a large war party of Apaches invaded this territory and were repelled by no other weapons than hand-thrown stones. At the base of the East Butte there are several burial places. They consist of circular piles of rocks, about 20 feet in diameter and 10 feet in height in the center. Evidently, bodies were laid in a circle, radiating from the center after the fashion of spokes in a wheel, and covered by a layer of rocks. According to the burial custom of these primitive people, the bodies were laid on the ground and surrounded by the most treasured property of the deceased and a stone wall built up around it to a height of three or four feet, with oak poles laid across the top. On these were laid brush and stones. Families were buried in groups. The Papagos have been converted to the white man's faith, and have, as a rule, embraced the Catholic faith which was taught them by the Catholic missionaries during the latter part of the 17th century. They are self-supporting and receive no funds from the government, they raise corn, wheat, beans, onions and chili pepper in sufficient quantities to meet their needs. They are very generous among themselves and are always ready to help a less fortunate brother.

Local Official of Rebekahs in Compton Chair

Mrs. Bessie Baker, vice grand of Trio Rebekah Lodge occupied the vice grand's chair at Compton last Friday night when the Compton lodge held Friendship Night. Trio Rebekahs who were present included Mr. and Mrs. Jack Ferguson, Mr. and Mrs. Frank Baker, Mr. and Mrs. E. W. Bampton, Mrs. O. E. Hunt, Mrs. J. L. Luck, Mrs. Jack Nielson, Mrs. J. H. Beckham, Mrs. John Waitt, Mrs. H. B. Goodrich, Mrs. R. I. Hudson and Mrs. W. S. Morgan.

Try Our Want Ads

Parachute Drops and Movie Dog Feature Sunday's Program

"Jerry", the Hollywood trick dog on the Fox studios, will do her act next Sunday at the airport, under Inglewood and Broadway, Hawthorne. There will also be sensational parachute drops conducted by the California School of Aeronautics, owners of the airport and sponsors of the free aerial entertainment. The California School of Aeronautics offers to teach anyone to fly for \$100, covering the complete course. The Crosport telephone system is used in training apprentice fliers, which enables the pilot to be in constant direct communication with the student flier.

The Bull Does Some Throwing



Barcelona, Spain.—A remarkable photograph as a torreador is thrown by the enraged bull in the ring during a gala performance at Barcelona

Co-op. Cottage Established for Co-eds at U.S.C.

Girls Cut Costs and Live Well at New Institution

A Co-ed Co-operative Cottage, student-managed, has recently been established at the University of Southern California, providing opportunity for a coterie of college girls to live reasonably, to obtain experience in running a house, and to share both in the duties and delights of a home.

The Trojanettes living at the "Co-op House" organize their daily routine, plan their expenditures, and balance their budgets. The co-operative nature of the plan on which they operate the residence offers opportunity to work out household problems, matters of nutrition and dietetics, social activities, and to practice a variety of domestic arts.

Ten "units" of household work a week per girl has been set for themselves by the co-eds. Preparing a meal, for instance, merits two units, while cleaning it away is credited as a one-unit job, according to the collegiate roster of "The Art of Home Making." Cleaning and dusting is done twice a week, with each job of co-eds taking care of a room, a hall, or a bathroom. Responsibility rotates for cleaning the sitting room, dining room, kitchen, reception hall, etc. Two girls share each bedroom, and take entire care of them. Also, personal laundry is done by each individual girl. No inspection or routine supervision is considered necessary.

The headresident or house-mother interprets the all-university house rules on hours for retiring and "special permission" to the feminine family. These, recommended by the Women's Self Government Association at Southern California, are the same as those that govern the larger Women's Residence Hall on the S. C. campus and the Greek letter sorority.

This semester the students at the Co-operative Cottage are all sophomores and juniors, except the head resident, who is a graduate student. They hail from many states and Canada. The business end of the house is managed by the usual legislative officers, namely, a president, vice-president, secretary, social chairman, etc., elected by the girls themselves.

To see that cash and calories agree is the duty of the head resident. She supervises the disbursement of funds, and does the marketing. The budgeted amount for meals is set in advance, never exceeded, and divided among the girls. Once a week the entire coterie of co-eds "dines out," combining a change of scene and environment with relief from domestic routine. Responsibility for menus, meals, and household management does not interfere with studies, campus activities, and diversion, for with sufficient girls co-operating and an efficient schedule in operation, there is ample time for recreation, in addition to conquering text books, lecture notes, and writing themes. The Cottage is a two-story residence, close to class-rooms and near the women's gymnasium. Miss Anna Streeter, who heads the classes in Household Management in the Department of Home Economics of the University of Southern California, outlined the original routine.

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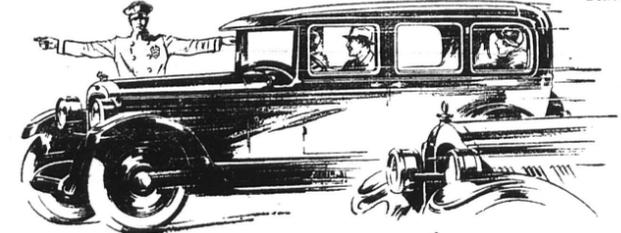
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